JPRS 81064

16 June 1982

USSR Report

TRANSPORTATION

No. 84

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AIR

AIRCRAFT DESIGNER YAKOVLEV DISCUSSES YAK-42

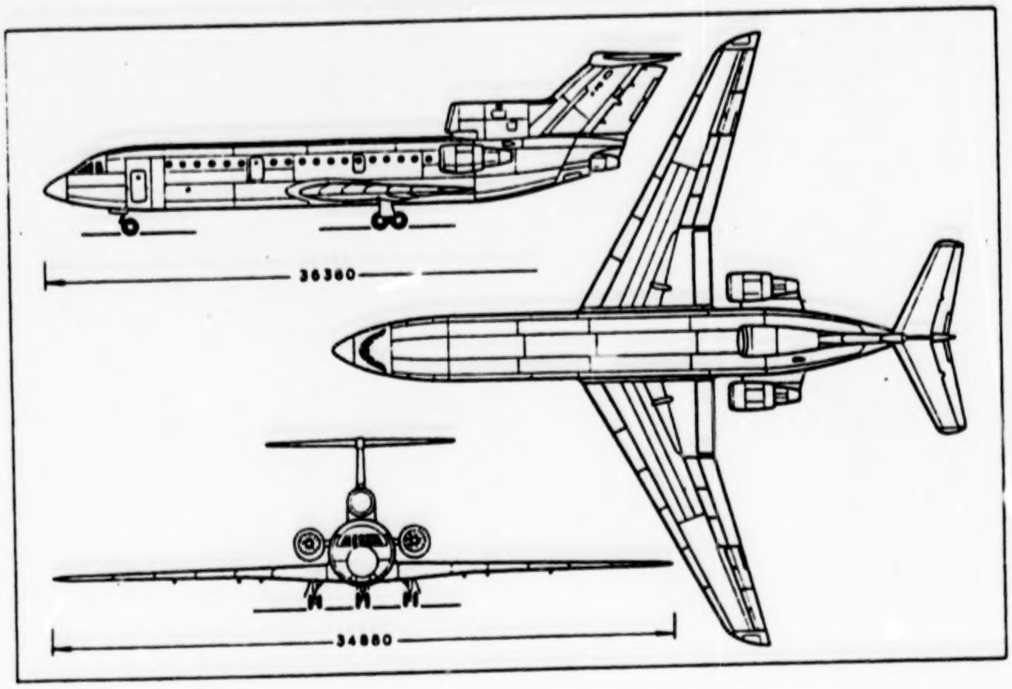
Moscow KRYL'YA RODINY in Russian No 4, Apr 82 pp 18-19

[Article by deputy general designer Sergey Aleksandrovich Yakovlev: "The High-Speed Short-Run Yak-42 Is Mastering New Routes"]

> [Text] "Respected editors!
>
> "At the Izhevsk airport we recently saw the new Yak-42 aircraft. Could your magazine tell us about this plane.
>
> V. Baymukhametov and A. Il'in, Izhevsk"
>
> "The flight crews of our Chelyabinsk aviation enterprise are going to begin regular flights in the Yak-42 airliner built by the collective under the leadership of Twice Hero of Socialist Labor and Academician Aleksandr Sergeyevich Yakovlev. Employees of all the services at the airport are preparing intensively this year to incorporate the new plane. Preparations are underway at other airports also to operate the Yak-42. A detailed story about this aircraft would be interesting to readers of the magazine.
>
> N. Krokhin, engineer, Chelyabinsk"
>
> Deputy general designer Sergey Aleksandrovich Yakovlev in the article below answers the letters from comrades V. Baymukhametov, A. Il'in, N. Krokhin, and other readers.

The Yak-42 aircraft was built during the 10th Five-Year Plan. It came into broad use in the first year of the 11th Five-Year Plan, as envisioned by the plan for development of passenger conveyance. The Yak-42 will carry a steadily increasing load as this liner is incorporated by more and more subdivisions of the USSR Ministry of Civil Aviation. Already in 1982 the Yak-42 will fly regular flights on lines connecting cities of the Soviet Union and also lines connecting our country with the capitals of European countries, for example the routes from Moscow to Berlin and Prague and from Leningrad to Helsinki. In the 18 months since it came into use Yak-42 aircraft have carried about 500,000 passengers. The plane has set nine world records for range, rapid ascent, and lifting a maximum load to altitude.

Projections of the Yak-42 Aircraft



What kind of plane is the Yak-42? What are its special features?

Our Yak-42 is a gas turbine passenger plane of the so-called third generation. In building the plane the collective took account of steadily rising demands as to the economic efficiency of the equipment and the sophistication of passenger service. And although the Yak-42 differs little from other passenger planes in external appearance, many new features were used in its design, including some used for the first time in domestic aviation equipment.

The fundamental designation of the Yak-42, carrying passengers on short trunk lines and local air routes, determined its flight and technical specifications. With a normal commercial load of 10.5 tons its nonstop range at a cruising speed of 750-810 kilometers an hour reaches 1,850 kilometers. On shorter lines the plane can carry a commercial load of 14.5 tons. And the maximum capacity of the fuel tanks permits, when necessary, flying routes up to 3,000 kilometers long. These technical characteristics make it possible to use the Yak-42 with maximum efficiency on different air routes depending on the passenger traffic needs that develop.

An important distinguishing feature of the Yak-42 is the fact that it can operate at airfields that have short runways, just 1,700-1,800 meters, and they do not have to be concrete, but may also be good earth runways. This runway length is adequate even at high temperature (up to 30 degrees C) and low atmospheric pressure (in the range of 730 millimeters mercury column). We should note that no foreign passenger plane of the same class as the Yak-42 is permitted to take off and land on such runways.

Attaining these takeoff and landing specifications required, specifically, excellent wing lift properties, strong acceleration on takeoff, and equally strong braking on landing. And with the help of scientists from the Central Institute of Aerohydrodynamics imeni N. Ye. Zhukovskiy, the collective of the experimental design bureau found an aerodynamic wing configuration (it has an area of 150 square meters) that combines the necessary takeoff-landing characteristics with good performance in flight in cruising regimes. The lift factor that is achieved (the maximum is on the order of 2.7) with a very simple flap scheme can be considered close to the best feasible figure. And this is with a fairly low, for a plane of such size, specific wing load (357 kilograms per square meter) which enables the aircraft to make its approach for landing at a speed of about 210 kilometers an hour. This is much less than the approach speed of jet planes of the same designation now operating in our country and abroad. For example, the Tu-134A has an approach speed of 270 kilometers an hour.

The low landing approach speed makes it possible to operate the aircraft at airfields with relatively short runways and improve flight safety in general. After all, the lower the landing speed is, the more time the pilot has to evaluate the situation during the approach and to make decisions on controlling the aircraft. This is important in difficult weather conditions when the crew in the first phase of the landing approach is flying the plane "blind," by instruments, and in the final phase, when the time to touching the ground is a matter of seconds and the crew is operating by sight, and suddenly it is necessary to maneuver to turn onto the landing course. At the start of the takeoff run a problem also sometimes arises of accelerating the heavy aircraft to takeoff speed quickly. Our 120-seat Yak-42 leaves the runway at a speed of just 230 kilometers an hour. During flight testing it took off normally even with one engine off. This was a test of safety in an emergency situation. This safety factor is provided by the powerful propulsion system, consisting of three D-36 engines developed by designer V. A. Lotarev's collective. The engines are arranged in the rear section.

The D-36 turbofan engines are one of the innovations. They are outstanding for reliability and very good economy. The specific fuel expenditure of the D-36 does not exceed 0.65 kilograms an hour in the cruising regime and 0.35 kilograms per hour in the takeoff regime. The reduction in fuel consumption is accomplished primarily by using a scheme with a high degree of by-passing, that is, the ratio of the total expenditure of air passing through the engine to expenditure through the gas generator part or, more simply, the turbine.

The engines of passenger planes usually have a by-pass factor of not more than 2, but for the D-36 this figure reaches 5.4. This means that most of the engine thrust is created by the great mass of air exhausted backward from the fan contour. And because the velocity of the air is much lower than the velocity of the hot gases rushing from the nozzle of conventional turbojet engines, the noise created by the stream is also much less. In addition, special noise-muffling devices — perforated, multilayered inserts made of metal and fiberglass plastic — are used on the engine nacelles of the Yak-42. This made it possible to make the Yak-42 very "quiet." It meets the most rigorous international requirements for noise level. Moreover the D-36 engines are practically smokeless, which makes them superior to the gas turbine engines of earlier generations.

Principal Flight-Technical Characteristics of the Yak-42

Takeoff Weight, tons	53.5
Number of Passengers	120
Maximum Commercial Load, tons	14.5
Takeoff Thrust of Engines, tons	3 x 6.5
Cruising Speed, km/hr	750 - 810
Flight Range with Normal Commercial Load of 10.5 Tons, kilometers	1,850
Flight Range with Commercial Load of 6.5 Tons, kilometers.	3,000
Required Runway Length (Calculated Conditions: Temperature = 30°; Air Pressure = 730 mm merc col), meters	1,800

It is customary to evaluate the refinement of passenger planes today not only by their flight-technical characteristics, but also in equal degree by the weight of the aircraft design relative to the number of passengers on board and by fuel consumption per passenger-kilometer through the full spectrum of flight ranges. These are the main indicators of the prime cost of conveyance and the general economic efficiency of the aircraft. Our Yak-42 is on a level with the best models of world aviation equipment for all of these indicators, including fuel consumption per passenger-kilometer and load ratio.

The collective, striving for high economic efficiency and the lightest possible design while insuring unconditional reliability, naturally used its many years of experience building Yak military, passenger, and sport aircraft, which have been distinguished by excellent weight properties. This experience multiplied by the use of advances in modern aerodynamics, materials science, technology, and mechanics provided a solid foundation for the use of new materials and technological procedures in the design which made it possible to reduce the weight of the aircraft. I will give several examples.

The air intake channel of the middle engine, mounted in the rear part of the fuselage, is about seven meters long and has a diameter 1,300 millimeters and a complex bent shape. But it is made as a single part. In design terms it is a pipe with walls of triple-layer fiberglass plastic wound on a special stand. As a result of this the air intake weighs 70 kilograms less than the conventionally used one. Moreover, the service life of the channel was increased and the labor-intensity of its manufacture was reduced significantly.

The Yak-42 has a continuous (one-piece) wing to reduce the weight of the design while still meeting very high requirements for strength and service life. This made it possible to achieve optimal distribution of metal by cross-sections and span of the wing and to minimize the number of places at which premature appearance of cracks from design fatigue is possible. The aircraft has extremely simple, light, and reliable flaps, and moreover they provide excellent wing lift properties. Thus, as the result of persistent searching and the use of fundamentally new design-technological procedures as well as traditional ones tested earlier, it was possible to find compromise solutions that were close to optimal for the well-known contradictory requirements as to the weight and strength of the aircraft and its longevity.

A very important distinguishing feature of the Yak-42 is the cockpit (see illustration [not reproduced]). For the first time in domestic practice it will be possible to fly a multipassenger jet aircraft reliably and safely with a crew of just two pilots. The features which made it possible to get by with a crew that does not have a flight engineer or navigator are the layout of the instrument boards, consoles, and panels (which were tested many times on stands), the optimal arrangement — from an ergonomic standpoint, of the controls, and the rational combination of automatic devices and manual control.

The navigator's functions have been taken over, for example, by the Ol'kha automatic flight navigation system, which is based on a digital computer. At any moment the pilot can receive information from the system on the location of the aircraft, the route covered, flying time, and other data that are essential to solve flying problems quickly.

Highly efficient operation of the aircraft depends, of course, not only on the pilots but also on ground services. While developing the aircraft the design collective tried to make their work easier, to minimize the volume of work in servicing and repairing the plane, and to cut unproductive downtime for the Yak-42 on the ground. In particular, they provided for unloading passenger baggage and cargo in standard containers placed under the floor of the passenger compartment. Loading and unloading operations with containers are simpler, naturally; they take much less time and, very importantly, reduce the volume of manual labor. The side ramps envisioned in the Yak-42 made it unnecessary to have airport stairways. This not only saves time and resources but increases the "self-sufficiency" of the aircraft. The gradual transition of technical servicing of the Yak-42 to the so-called "by state" system promises great savings. This system will be introduced as the aircraft is adopted by more and more subdivisions of the Ministry of Civil Aviation.

When designing the Yak-42 the design bureau collective provided for the possibility of further development of this aircraft. Specifically, preparation is already underway to build a specialized cargo-passenger variation with a large cargo door in the left side of the fuselage, and also to build an export Yak-42 whose design, systems, and equipment will take the specific requirements of foreign air companies into account.

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11,176
CSO: 1829/198

BRIEFS

AIRSHIP IN URALS--Sverdlovsk, 8 May (TASS) A manned "Urals" airship, designed like a rectangular wing, was successfully tested not far from Sverdlovsk (in the Urals). It is 20 M long and 15 M high. The airship was designed by a group of enthusiasts headed by David Bimbat, a design engineer. The "Urals" cannot carry a heavy load--only 1.5 tons. But the Bimbat group has already drawn up plans for the next airship which will be able to carry 15 tons. The designers are proposing that airships be used in Western Siberia for the assembly of electricity pylons, compressor stations and gas pipelines in remote areas. The "Urals" is steered by means of two screws, which can revolve in both the horizontal and vertical plane. This allows the airship to combine the functions of a reliable means of transport and powerful crane. The cabin of the "Urals' is designed for two pilots. [LD081430 Moscow TASS International Service in Russian 0930 GMT 8 May 82]

CSO: 1829/212

GEORGIAN AUTO TRANSPORT MINISTER DISCUSSES ACCOMPLISHMENTS, PLANS

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 10 March 1982 page 2 carries a 1400-word piece by Georgian Automotive Transport Minister T. Davitashvili on the sector's contribution to the economy, its accomplishments, and future plans, giving some figures. One focus is on the use of truck trailers [avtopoyezda], with plans to boost their proportion to 10 percent. One problem with that has been that some enterprises and organizations refuse to accept and unload them, a situation that can be improved by expanding and upgrading their receiving and loading facilities. Another aspect of interest is increased centralized haulage to cut down on duplication of runs. The minister also notes that the introduction of the new economic mechanism is going smoothly and successfully.

6854
CSO: 1813/729

GEORGIAN ROAD ACCIDENTS DISCUSSED

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 13 March 1982 page 3 under the regular rubric "Law, Order, and Us" carries a 1900-word article by First Deputy Internal Affairs Minister V. Shaduri on the high rate of road accidents in Georgia and what can be done about it. In 1981 there were 3075 accidents recorded, resulting in 902 deaths and 3843 injuries. Basically, it is a problem of prevention, education, and enforcement. Better-trained, more efficient, and more courteous militiamen are needed--all too often, they treat drivers in an insulting and arrogant manner. This does not mean, however, that leniency toward lawbreakers is called for.

6854
CSO: 1813/729

RAILROAD

PERFORMANCE FIGURES FOR FIRST QUARTER OF 1982

Moscow GUDOK in Russian 27 Apr 82 pp 1, 2

[Text] The plan for transporting a number of the most important types of freight was over-fulfilled in the first quarter. Transport of bituminous coal was 1.2 million tons in excess of the plan; the excess for grain shipments was 2 million tons; for coke it was 278,000 tons; for cement, 345,000 tons; for sugar, 369,000 tons; for meat and animal oil, 45,000 tons; for fish, 153,000 tons; for potatoes, vegetables and fruits, shipments in excess of the plan total 153,000 tons. Also in excess of the plan were 1.04 million tons in shipments of chemicals and sodium carbonate, more than one million tons of ferrous metal scrap, 7,000 freight cars' worth of agricultural machinery, 5,000 motor vehicles and 9,000 freight cars' worth of machinery and equipment.

At the same time, the assigned tasks for the majority of key cargoes were not completely fulfilled. The shortfall in transporting petroleum and petroleum products was two million tons; for iron ore and manganese ore the shortfall was 1.7 million tons; for lumber it was 7.6 million tons; for chemical and mineral fertilizers, it was 2.7 million tons.

At the session of the USSR Council of Ministers which was held a few days ago, it was pointed out that serious shortcomings continue to occur in railroad transportation.

For the rail network as a whole, the volume of transport was almost 896 million tons. This figure was 2.1 percent lower than the plan. The main shortfall in shipping occurred in January.

Only 16 railroads fulfilled the plan for total shipment. Of these railroads, the Belorussian, Moscow, Odessa, Transcaucasian, West Kazakhstan, Central Asian and Transbaykal railroads achieved the highest levels.

Also, certain railroads did not support the quarterly plan for shipments, even though they had considerable reserves for shipping. This had a negative impact on the rail network's overall indices. The shortfall in shipping on the Sverdlovsk Railroad was 4.2 million tons; on the Oktyabr'sk, it was 3.3 million tons; on the South Urals, it was 3.2 million tons. The shortfall ranged from one to two million tons on the Alma-Ata, Southeastern, Baltic, Volga, North Caucasus, Northern, Dnepr and Lvov railroads.

The level of transport via exit routes on 21 railroads and for the rail network as a whole increased from 46.8 percent to 47.5, compared to the first quarter of 1981, whereas the task was 47.4 percent. The specific weight increased for through train shipments of most heavy freight, such as bitumenous coal, petroleum, agricultural machinery, lumber, granulated slag, construction materials and other freight.

The average freight car load increased, compared to the task, by 60 kilograms. However, the tasks relating to this index were under-fulfilled on 16 railroads and for a number of the most critical types of heavy freight. For example, due to this under-fulfillment, the shortfall in loading on the Southeastern Railroad was 328,000 tons; on the Gorkiy it was almost 400,000 tons, on the Lvov and Dnepr it was 600,000 tons on each railroad; on the North Caucasus it was 840,000 tons.

Freight traffic was 841 billion scheduled ton-kilometers. That was 4.6 percent lower than the plan. The shortfall was caused by a reduced volume of transport, as well as by a reduction in average transportation distance for most of the heavy freight. For example, the average transportation distance for bitumenous coal decreased by 42 kilometers; for coke the decrease was 40 kilometers, for petroleum shipments, it was 26 kilometers; for ferrous metals the decrease was 58 kilometers; for chemical and mineral fertilizers it was 35 kilometers. At the same time, the average transportation distance for grain shipments increased by 46 kilometers; for granulated slag the increase was 26 kilometers; for refractory materials it was 29 kilometers; for metal structures it was 93 kilometers.

Passenger traffic was 69.2 billion passenger-kilometers. That was on the same level as the first quarter of 1981, but was lower than the plan by .9 percent.

The employees of a number of railroads and divisions were working in extremely unfavorable weather conditions during the first quarter and achieved satisfactory results in operating and utilizing the rolling stock. The Belorussian, Southern and Donetsk railroads fulfilled the norm for freight car interchange between railroads. The Moscow, South Urals, West Siberian and East Siberian railroads successfully dealt with the norm for freight car turnaround. These railroads, except for the Moscow, maintained the average time for a freight car to remain at a single maintenance station. The Southeastern, West Siberian, Baykal-Amur and East Siberian railroads successfully dealt with the norm for freight car idleness during a single loading operation.

However, success in overcoming the difficulties of winter in an organized manner was far from universal. Nor was the stable operation of transportation equipment provided for. As a result, the movement of loaded transit traffic was slowed and the indices for utilization of locomotives and freight care declined.

The average daily output of a locomotive declined, compared with the same period in 1981, by 27,000 ton-kilometers. The task relating to this indicator was fulfilled only on the Moscow, Southwestern, Moldavian, West Siberian, East

Siberian and Baykal-Amur railroads. Due to the reduced weight of an average freight train, this indicator was lower than the plan on 17 railroads and for the rail network as a whole. The task was fulfilled by only eight railroads, including the Baltic, Donetsk, Kemerovo, Transbaykal and East Siberian.

Departures of passenger trains according to schedule improved on 7 railroads, travel times improved on 11 railroads and arrival times improved on 13 railroads. The best results were attained on the East Siberian, Sverdlovsk, Central Asian and Transcaucasus railroads. However, there was no radical improvement. The schedule for passenger train travel time was under-fulfilled on the Northern Railroad by 9.2 percent, on the Moscow and Dnepr railroads by 4.2 percent; on the Gorkiy, by 3.7 percent; on the Kuybyshev, by 2.9 percent.

The schedule for freight train traffic was unsatisfactorily dealt with by the Gorkiy, Kuybyshev, South Urals, Volga, North Caucasus and other railroads. Fulfillment of the schedule both for departures and for transit time declined for the rail network as a whole. The overall time of freight train delays increased by almost 360,000 hours and one-third of these delays were the fault of the locomotive equipment workers.

As before, energetic measures were taken in the first quarter to save fuel and power resources. For the rail network as a whole, the norms for consumption of electrical power and diesel fuel to pull trains were fulfilled. However, over-consumption of electrical power and diesel fuel were permitted on a number of railroads, particularly on the Gorkiy, Dnepr, North Caucasus, Kuybyshev, Alma-Ata, South Urals and Far Eastern railroads.

The November 1981 Plenum of the CPSU Central Committee emphasized that capital construction is one of the decisive areas of the second year and of the 11th Five-Year Plan as a whole. For 1982, the plan provides for the maximum concentration of labor, material and financial resources on construction sites nearing completion, so that these sites can be put into operation more quick-16. In transportation, a great deal of attention is being paid to renovation, technical and production re-equipping of existing facilities, as well as introducing consumer facilities.

As a result of measures taken during the first quarter, the level of using the capital investments limit increased, as compared with the same period last year. This was particularly true during construction of track and traffic facilities, subways, public health facilities and living quarters. Meanwhile, there was a decline in the level of fulfilling the plan for construction of second tracks, electrification, facilities for locomotives and freight cars and other kinds of facilities. The Moscow, Central Asian, Belorussian, South Urals and Alma Ata railroads were more successful than the other lines in assimilating financial resources. At the same time, the annual limit was utilized only at the 9 to 14 percent level on the Moldavian, Transbaykal, Southeastern, Lvov, Far Eastern and a number of other railroads.

For the ministry as a whole, the spending limit for construction and installation work was under-utilized by 1.8 percent, mainly due to the railroads' construction organizations.

The task for assimilating financial resources to obtain and modernize rolling stock was over-fulfilled. However, industry did not supply the agreed-upon number of passenger cars and containers to the transport system.

Industrial enterprises of the rail transport system under-fulfilled the quarterly plan for sale of output by 2.1 percent. Also, TsTVR [Main Administration for Repairs to Rolling Stock and the Production of Spare Parts] industrial enterprises underfulfilled this quarterly plan by R8.6 million, and the railroads' enterprises underfulfilled it by R3.5 million. The volume of output sold was R512.9 million, which was 1 percent higher than during the same period in 1981. The largest shortfalls in fulfilling the plan were permitted by the plants at Minsk (5.5 percent), Rosavl' (almost 16 percent), Lyublin (3.6 percent) and Pushkino (4.5 percent), as well as by the Baltic, Gorkiy, Kemerovo and Krasnoyarsk railroads.

The tasks relating to certain types of rolling stock repair and production of spare parts were over-fulfilled by TsTVR plants and by the railroads. There was insignificant shortfalls in releasing electric units, diesel trains, subway cars and railroad passenger cars from repair, as well as in producing switches and car retarders.

The task relating to increased labor productivity was not fulfilled on most of the railroads or on the rail network as a whole. This was due to the reduced volume of the calculated output, combined with a certain increase in the number of workers involved in operational work. The rate of salary increase out-stripped the rate of labor productivity increase on all railroads, except the Central Asian and the Baltic. This gap was largest on the Azerbaijan, Lvov, Volga, Kemerovo and South Urals railroads.

Specific and energetic measures, to eliminate the shortfalls which have been permitted, must be developed on the basis of a thorough and critical analysis of the work results for the past quarter. While improving operational work and developing the socialist competition in honor of the 60th anniversary of the formation of the USSR, the railroad workers must exert maximum effort so that the tasks of the five-year plan's second year will not only be fulfilled, but over-fulfilled.

This article is based on information from the Ministry of Railways, Statistical Accounting and Reporting Directorate.

9887
CSO: 1829/197

RAILROAD

PLANS TO IMPROVE MOVEMENT OF COAL BY RAIL NOTED

Moscow EKONOMICHESKAYA GAZETA in Russian No 15, Apr 82 p 14

[Text] In our report "Losses En Route" (No 46, 1981), we discussed the causes of coal losses during transport. In the responses which the editors received from the USSR Ministry of Railways and the Ministry of the Coal Industry, the importance of this problem for the national economy was emphasized and several measures were described, aimed at improving the safekeeping of coal.

Thus, at the Donetsk Coal Field [Donbass] construction and installation is planned, at the coal enterprises, for 37 new coal-car scales, 19 roller-compactors, 28 levellers and 13 assemblies for applying protective coating.

On the Donetsk Railroad in 1982, an additional round-the-clock center for readying gondola cars will be opened and will be equipped with "Donbass" machines. Used gondola cars are being modernized at the Ministry of Railways' plants.

But in the responses from the USSR Ministry of Railways and Ministry of the Coal Industry, there is not a word about any joint measures planned to eliminate the causes of coal losses during transport. It is true that V. Gin'ko, deputy minister of railways, noted in his letter that a draft instruction, to be a joint instruction with the USSR Ministry of the Coal Industry, was prepared last year. The instruction was for the chiefs of railroads and directors of coal-mining enterprises and contained a set of measures to assure the safekeeping of coal during transport. However, he states later, "this draft was not agreed to by the USSR Ministry of the Coal Industry."

A legitimate question is: What else must be done? Perhaps a new attempt should be made now to come to agreement on the above-mentioned draft? Or, to take the matter further, should a joint meeting be conducted to deal with the problems which have arisen? Especially as M. Shchadov, first deputy minister in the USSR Ministry of the Coal Industry, informed the editors that he fully supports proposals on the need for an urgent resolution of problems in providing cars in good working order for coal loading and making the railroad responsible for coal losses en route.

Incidentally, we should say a few words about whether the railroad should be responsible for safekeeping the coal. For example, L. Dedova, deputy chief of freight service in the "Pogruztrans" [Freight-Handling and Transport] Administration of the "Donbassantratsit" [Donbass Anthracite] Industrial Association, considers that the poor condition of the rolling stock is mainly due to the fact that a clause in the Railroad Regulation removed responsibility from the railroads for safeguarding coal en route. As a result, the railroad workers began repairing the cars carelessly. L. Dedova writes that the interests of both the senders and recipients of freight are suffering. A large proportion of the cars are in an extremely dilapidated condition when provided for loading. The freight senders are forced to expend a good deal of manpower and equipment to hastily patch holes. It seems to us that working out joint measures to improve the pool of freight cars and eliminating inter-departmental disputes would render appreciable assistance both to coal workers and rail workers.

The editors have again requested that the directors of the USSR Ministry of Railways and Ministry of the Coal Industry inform us of specific joint actions, promoting a reduction of coal losses during transport. Only a joint search will promote a solution to this problem.

9887
CSO: 1829/205

RAILROAD

PROBLEMS WITH HAULING MINERAL FERTILIZER NOTED

Moscow PRAVDA in Russian 13 Apr 82 p 2

[Article by R. Machaytis, engineer at the Republic-Level Chemical Products Supply Depot at Mauruchyay, LiSSR: "What Is the Advantage Here?"]

[Text] In recent years, transport machine building plants have begun producing special mineral-carrying cars, model "11-740," intended for transporting mineral fertilizers. The cars are not badly designed. But here is a problem: even the cars which have been manufactured relatively recently--in 1980 and 1981--are often out of commission. Why? Because from the very start, they were ownerless.

Let me explain. Mineral fertilizers in these cars go to agro-chemical associations to support agriculture, or they go to republic-level depots. Both the one and the other destination are intermediate points for delivery of fertilizers to sovkhozes and kolkhozes. And their relationship to the cars is as intermediate points, not as owners. The pneumatic device for unloading fertilizers is damaged on almost all of the mineral-carrying cars. To open the hatch, one frequently has to resort to the aid of jacks; in particularly difficult situations one has to use a bulldozer blade. Dents result from this, plus the car's hermetic sealing is broken.

These are serious defects, but neither the designers who planned the cars nor the workers who manufactured them are to blame. The entire problem is in organizing the use of rolling stock. Each car should be registered with one of the mineral fertilizer plants or combines. And incidentally, such points of registration should be marked, by special inscriptions, on the cars. But, in reality, the mineral-carrying cars lose their owner as soon as they leave the gates of the manufacturing plant. The Ministry of Railways dispatchers send the cars, after a regular unloading, to the nearest industrial enterprise, saying "why move rolling stock for nothing?"

At first glance, the railroad workers seem to be looking after the good of the cause. But in essence, it turns out that a car remains without a needed departure and is not taken care of. Let us add that a considerable amount of mineral fertilizer pours out of damaged cars onto the road bed.

How can this problem be corrected? In our opinion, railway stations and divisions should forward the cars, as a rule, to those plants to which they belong.

9887
CSO: 1829/205

TRACK REPAIR ON SOUTHWESTERN SYSTEM DISCUSSED

Moscow GUDOK in Russian 29 Apr 82 p 1

[Article by GUDOK Correspondent V. Denisenko from Fastov-Kazatin: "Springtime Acceleration. A News Report"]

> [Text] Major track repair is proceeding rapidly on the Southwestern Railroad. Since the beginning of the year, there have been 84 "windows" [pre-arranged periods of no traffic] and more than 90 kilometers of track grids have been laid. Three of the "windows" were combined. As experience has shown, it is this progressive method which allows the steel tracks to be improved with the fewest losses in operational work.

Here is how the work went during combined "windows" on one of the busiest sections of the railroad--the Fastov-Kazatin section--where the machine operators had to undercut the ballast by as much as centimeters. During the first five-hour "window," the workers of OPMS-120 [Independent Track Machine Station] and OPMS-121 surpassed the norm by 390 meters. During the second "window," they surpassed the norm by slightly less--290 meters. And during the third "window" they laid more than one-half kilometer of track, in excess of the task.

At the height of springtime work, the track workers are steadily increasing the pace. After all, the holiday will soon be here and the increased obligations must be fulfilled without fail, to worthily greet May Day.

It happened that, due to the car and locomotive workers, there was a halt in traffic one night. The dispatchers had to stop freight trains and delay passenger trains. The alternative schedule was adjusted in mid-stream, therefore the "windows" were moved. It was only at about 9 o'clock that the OPMS-121 service train went out to the Fastov-Trilesy track section. But things developed quickly, as the machinery, finely-adjusted by years of work, had its effect. And already the leading ShchOM-4 [ballast cleaner] is digging trenches along the ends of the ties. Behind this machine comes a track-dismantler, which quickly removes the old track grid. Two bulldozers come next, cutting off the upper layer of the ballast.

The BMS [expansion unknown] machine cleans the ballast and immediately a UK-25 [Stacking Crane-25] lays a new rail section. The fitters barely have time to insert the fasteners and straighten the tracks, before they have to make way for the VPO-3000 [Flattening and Tamping Machine-3000]. And nearby, awaiting their turns, are a hopper-feeder rotary dump car with ballast and a track grader to finish the job.

The minutes race past. Today there was a great deal of pressure on L. Boyko, who was operating the BMS machine. There was also pressure on bulldozer drivers M. Voroshin and P. Pristyazhnyuk, who are qualified specialists and exemplary workers for the pre-May Day competition.

More than 100 men work precisely and everything goes well with them. The machinery operates without failing. For the day, major repair was performed on 1,375 meters of track. And immediately, trains are running at a speed of 60 kilometers per hour.

And 70 kilometers from here, a second "window" began at almost the same time, on the odd-direction tracks of Chernorudka Station. OPMS-120 workers have long been famous for their exploits. They were the first, in the rail network, to lay reinforced-concrete ties and were first to lay continuous welded track and to use almost all types of new fasteners.

Today the job is difficult: in 5 hours, all of the station's main tracks must be dismantled, almost one-half kilometer of new track must be laid and the level of the ballast filling must be lowered. While the station is operating, 2,000 cubic meters of ballast must be dug up and hauled away.

Comrade Chervonyashchiy, chief of the OPMS, says: "The task is also complicated because ballast must be dug out from under two switches. Track workers of the Kazatin Track Division will remove the switches and then lay them on new beams. We already have experience in labor cooperation with these track workers and the group has no shortage of skill. Thus, high-quality repair is guaranteed!"

At the station, it seems that there is no place to move: there are two grab-bucket cranes on rails, bulldozers, tractors, track-repair machines. But the production process had been developed beforehand and the work goes well.

I Bondarchuk, foreman of a track-laying train speaks with pride of the work group in which he has worked for a quarter of a century: "The machine operators are doing their utmost. Almost all of them in our group are qualified specialists. See how precisely machine operator Nikolay Ivashchuk laid out the track section. And his father, Sergey Fedorovich, is on the engine platform. In a minute, the track section is ready."

The planned volume of work fot this day was fulfilled completely by everyone at the station. The signal workers of the Kazatin Track Division worked well. But their colleagues from the Fastov Track Division merited special praise. Beforehand, they set up continuous two-way block signaling at Fastov and Trilesy stations, rather than the usual temporary block signalling. Also, the contact workers, headed by V. Dyadchenko, the chief of the track division, performed excellently.

Traffic in one direction did not stop during the entire 5 hours. The train dispatchers let the even-direction flow through in a compact manner, at intervals 1 minute less than scheduled. The workers at way stations also performed their jobs precisely. As a result, seven additional trains proceeded along the track station.

The men returned home exhausted, but satisfied, conscious that they have fulfilled their duty.

9887
CSO: 1829/201

ESTONIAN WORKERS ASKED TO JOIN BAM DETACHMENT; INCENTIVES LISTED

Tallinn MOLODEZHI ESTONII in Russian 23 Apr 82 p 1

[Text] The Central Committee of the Estonian Komsomol is continuing to organize a Komsomol detachment from the republic, which will be part of the 19th Komsomol Congress All-Union Shock Detachment. In May, the combined detachment will set out for Syul'ban Station, to build the western section of the Baykal-Amur Main Line [BAM].

Carpenters, saw framers, wood-cutters, lumberjacks, plasterers and painters, masonry and concrete workers, drivers of logging tractors are invited to join. Training for these skills will also be set up at the work site.

In addition to the basic earnings, there is a 70 percent zonal differential which is paid on the BAM, plus a 40 percent differential due to the mobile nature of the work. A bonus of 10 percent of one's wages is paid every other year of work.

Young men and women, who arrive on Komsomol travel orders, receive a relocation grant equal to 1 month's wages (when a contract is concluded, they receive 2 months' wages), an outright grant of R60, per diem expenses while they are enroute, wages for 3 days of meetings and 3 days of settling in. Transportation to the work site is at the expense of the "Bamstroyput" [BAM Track Construction] Administration.

BAM construction workers are offered preferential terms in buying a car by special installment payments.

Interested individuals can obtain more detailed information by checking with the rayon or city Komsomol Committee at their place of employment or by checking with the Central Committee of the Estonian Komsomol in Tallinn, 20 Kreuks Street, telephone 446-987, Department of Young Workers and Agriculturalists.

Interviews with volunteers will be held on 29 April at the Kokhtla-Yarve and Tartu City Committees of the Estonian Komsomol and at the Central Committee of the Estonian Komsomol (room 404).

9887
CSO: 1829/205

RAILROAD

GEORGIAN RAILROAD THEFTS DISCUSSED

[Editorial Report] Tbilisi KOMUNISTI in Georgian on 13 March 1982 page 3 under the regular rubric "Law, Order, and Us" carries a 1100-word article by N. Nutsubidze on the persistent problem of petty and large-scale thievery of goods from rail cars and at terminals, citing a number of episodes. Above all, prevention is required, in the form of more secure protection of unloading yards--fencing, lighting, alarm systems, and tighter pass procedures. The Transcaucasian Railroad's Internal Affairs Administration has not been as efficient as it should be, and the USSR Railways Ministry and MVD directed that the railroad's security system be turned over to nondepartmental [nevedomstvenny] services, but the latter have refused to accept the job because the railroad's administration won't take the trouble to provide the facilities with proper fencing and the like. Little action has been taken since the matter was brought up at the recent party aktiv, where "serious concern" was expressed over the fact that "there has been no decline in freight shortages, spoilage, damage, and thievery on the Transcaucasian Railroad."

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CSO: 1813/730

BRIEFS

NEW BRIDGE IN TRANSBAYKAL--The bridge is many meters wide and is on tall trestles made of steel pipes. It firmly connects the banks of the capricious Vitim River. Thus, the builders of the Buryat section of the BAM [Baykal-Amur Main Line] have laid a reliable crossing in the Transbaykal. Motor vehicles will travel on the multi-purpose bridge and later there will be trains with freight for the mechanized convoys of workers conquering the Kodar tunnel. Also, I. Varshavskiy's team of track installers, working on the BAM's central section, will fulfill its obligations ahead of schedule. Advancing towards their Buryat colleagues, the team members are now working at the southernmost point of Yakutia--30 kilometers from Khani Station. On the eve of the opening of the 19th Komsomol Congress, the team will bring the BAM's rails to the eastern edge of the Chita Section--the final section of the BAM. [By K. Anatol'yev from the Buryat ASSR] [Text] [Moscow IZVESTIYA in Russian 16 Apr 82 p 1] 9887

ELECTRIFICATION OF RAIL SECTION--Khabarovsk--Electrification is being completed for yet another section of the Transsiberian Main Line--Bira-Arkhara. Thus, the entire length of track from Khabarovsk to this final station of the Far Eastern Railroad, located in Amur Oblast, will be switched over to electric traction. The builders and installers from the "Dal'transstroy" [Far East Transport Construction] trust and the railroad workers are preparing for a test run by an electric locomotive ahead of schedule. [By Yu. Baklanov] [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 11 Dec 81 p 1] 9887

NEW BRIDGE IN AMUR OBLAST--Tynda (Amur Oblast)--The builders from the "Mostostroy-8" [Bridge Construction-8] trust have won an important labor victory. They have put into operation the second largest bridge on the Baykal-Amur Main Line [BAM], across the Zeya Reservoir. Soon there will be steel rails laid across the bridge, opening the way for the builders of the BAM's central section to proceed east. The BAM builders accepted the obligation to lay rails at Khani Station and reach the boundary of Amur and Chita oblasts, prior to the opening of the Komsomol Congress. [By Yu. Baklanov] [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 4 Apr 82 p 1] 9887

PRICE INCREASE FOR CARS--The Ministry of Heavy and Transport Machine Building requested that the USSR State Committee on Prices establish an incentive price increase for efficiency, to be applied to the wholesale price of the Model 19-752 Grain Transport Car. The magnitude of the economic effect, agreed upon with the Ministry of Railways, will be $ 1,259. The wholesale price level is R 10,200. The ratio of the effect to the price is 12.3 percent. The operational effect from using the new car, as compared with the old one, is assured by increasing the carrying capacity from 65 to 70 tons, while reducing the car's mass by 22 tons. Taking into consideration the great significance, for the national economy, of using cars with increased carrying capacity, combined with a reduction in the required pool of cars, the USSR State Committee on Prices established an incentive price increase, as an exceptional measure, in the amount of $ 300 for the period up to 1 July 1983. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 14, Apr 82 p 7] 9887

LVOV METHOD BEING USED--The Ministry of Railways, after examining the selection of articles under the heading "Take Every Car-Hour into Account," reports that at present there are already 2,800 industrial enterprises working according to the Lvov method of effective utilization of freight cars. This advanced experience is being energetically introduced on the North Caucasus, Donetsk, Gorkiy, Odessa, Alma-Ata, Kuybyshev, Tselina and other railroads. It must be noted that most of the industrial ministries are doing the necessary work to disseminate the Lvov method among their enterprises. However, as is correctly stated in EKONOMICHESKAYA GAZETA, the enterprises of the USSR Ministry of the Coal Industry and the USSR Ministry of Ferrous Metallurgy are delaying the introduction of the Lvov method. The tasks for assimilating the method in the Urals and Siberian areas were thoroughly discussed in Novosibirsk, with the participation of representatives from the railroads, industrial enterprises, soviet and party organs. [By V. Gin'ko, deputy minister of railways] [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 17, April 82 p 8] 9887

MINERALS SUPPLIED TO BAM--The miners of the Pemzashen Quarry Administration have forwarded three freight cars' worth of smooth-cut stone to the construction workers of the Baykal-Amur Main Line [BAM]. By the end of the year, the workers at the quarry administration will ship 1,300m^3 of various tufa for the BAM. The workers have pledged to fill this order 1 month ahead of schedule, in time for the 62nd anniversary of the establishment of Soviet authority in Armenia. [By V. Muradyan] [Text] [Yerevan KOMMUNIST in Russian 20 Apr 82 p 4] 9887

ELECTRIC LOCOMOTIVES IN KAZAKHSTAN--The first electrically-powered trains have run on the large section of track connecting Karaganda with Mointy Station in Dzhezkazgan Oblast'. This event was preceded by a great deal of work by construction workers in electrifying this important railroad artery. The workers of electric installation trains 705 and 706, plus the construction workers of the leading repair and maintenance train, number 29, of the "Tselintransstroy" [Virgin Lands Transport Construction] Trust worked selflessly. [By V. Mogil'nitskiy from the city of Dzhezkazgan] [Excerpts] [Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 28 Mar 82 p 1] 9887

DISCUSSION OF BAM CONSTRUCTION--A meeting took place in our editorial offices between KRASNAYA ZVEZDA journalists and representatives from the Yakutsk Combined Expedition of the "Mosgiprotrans" [Moscow State Planning and Surveying Institute of the USSR Ministry of Transport Construction]. This expedition is preparing materials for the feasibility study for building the "Northern BAM" [Baykal-Amur Main Line]--a 1,000 kilometer railroad connecting Berkakit, Tommot and Yakutsk. Development of this study was provided in the "Basic Directions for Economic and Social Development of the USSR During 1981-1985 and for the Period up to 1990." A. Afremov, the chief of the expedition, V. Sviridov, V. Gurov and I. Nikolayev, the chiefs of the mechanization group, the surveying and geological parties, told the KRASNAYA ZVEZDA journalists about the significance of the planned route for opening up the unique natural riches of Yakutiya and quickly drawing them into the economy. They acquainted the military journalists with the tasks and peculiarities of the honored and difficult work of the surveyors and designers of the railroad. They also answered questions. [Text] [Moscow KRASNAYA ZVEZDA in Russian 16 Apr 82 p 3]
9887

CSO: 1829/205

SHORTCOMINGS IN RIVER TRANSPORTATION EXAMINED, CRITICIZED

Moscow VODNYY TRANSPORT in Russian 11 Mar 82 p 2

[Article by Engineer V. Nikolayev: "For the Sake of the Sector's Progress"]

[Text] As a result of selfless work by worker's collectives of the fleet, coastal enterprises and organizations of the Minrechflot [Ministry of the River Fleet] have overfulfilled the transportation plan for tons during the 10th Five-Year Plan. However, some steamship lines have allowed negligence and miscalculations in management, consequently they have not only failed to fulfill the planned tasks set for the 10th Five-Year Plan but even reduced the level of indicators achieved in the past. The sector was unable to achieve the established goals for increasing the shipment volume of some cargo, for using the fleet and for other economic indicators.

During the past several years, after the deepwater system of waterways in the European part of the RSFSR has been put into operation, transportation of local mineral and building materials cargo has rapidly developed instead of through shipment and long-distance transportation as was expected. The average hauling distance of dry cargo vessels has been reduced from 545 to 436 km during the 1965-80 period but for mineral and building materials cargo it has increased from 214 to 224 km. This process is connected with the fact that since latter sixties river transportation has begun playing a significant role in ensuring the national economy with building materials.

The unprecedented scope of capital construction in our country required a sharp increase in their extraction, production and transportation. Extraction of nonmetallic building materials in river transportation has increased 2.1 times during the past 10 years and freight turnover in transporting them has increased 62 percent during the five-year plan. This resulted in a considerable part of the selfpropelled cargo fleet being improperly diverted to transporting local dry cargo over short distances, which could not but influence the fleet's productivity. Actual activities of steamship lines in organizing the process of transportation ran counter to the long-range plan. Products list assignments are being fulfilled within the limits of less than 80 percent of the planned volumes. The structure of long-term plans began to suffer a sharp change during operational examination and as a result the fleet's calculations required corrections during annual planning. Location of the fleet did not correspond to the actual cargo flow.

The established practice disrupts the process of transportation in basins. As a rule, control plans for the exchange of ships between steamship lines are not fulfilled and through-shipment vessels are being used in local transportation while the most important cargo (grain, timber and other cargo) is hauled parallel with the waterways by railway over long distances.

Under the existing practice of operational switching of the fleet, the dispatcher service staff is physically unable to ensure quality processing of incoming information on vessels which gives rise to serious errors in distribution of vessels and leads to disruption of the fleet's work pace. In this lies one of the reasons for the decline in the growth of indicators in river fleet utilization. Lack of regularity in fleet movement also places port operations in a difficult situation. For this reason more than one-fourth of all vessels are processed above the established norms. There is now an imperative need to strengthen supervision over the hauling process in steamship lines and to enlist economists and operational workers for this purpose. Scientists must actively participate in solving this problem.

An important measure for improving quality indicators of fleet operations would be an explicit ban on using large-capacity motorships on local short distances routes, particularly in hauling building materials cargo. To use motorships efficiently it is necessary to assign work to them on interbasin routes and to organize integrated specialized routes, placing the responsibility for delivery of cargoes on these routes on the steamship lines--owners of the fleet.

An important organizing role in improving the quality of cargo transportation and operational work is to be played by the "Provision for Traffic Schedules of the Cargo Transport Fleet on Internal Waterways of the RSFSR," which was introduced in 1981. This document provides principally new provisions which develop theoretical bases in organizing fleet operations. For the first time the definition of schedule is given as "a system for organizing correlated operations of transport vessels on traffic routes and services rendered them in ports and en route according to norms established in advance."

Unlike the old provisions, the new one provides only two forms for organizing operations of transport vessels: line and liner (lineynaya i reysovaya). The provision clearly subdivides cargo transportation into through shipment and local and determines the enterprises which will exercise direct supervision over fleet traffic as well as a system of continuous planning of fleet operations and constant dispatcher control over the movement, processing and servicing of vessels.

Quality drafting of a schedule on the basis of the new provision and timely preparatory work will contribute to increased efficiency in transport fleet utilization.

The new provision does not solve all questions in organization of fleet operations yet. The problem of vessels arriving at points of destination after departing from various places has not been eliminated in the main. As has been noted earlier, the monthly operational cargo-hauling plans, as a rule, contain considerable deviations from the average navigational indicators. Scientists must render assistance to operational workers in solving these and other questions.

The 26th party congress pointed to the necessity of working out a lasting comprehensive program for the development of transportation. Achievement of the outlined goal is now very much promoted by one of the basic methods for improving river fleet operations--introduction of a new, a more progressive form of managing the process of transportation on the basis of a system of correlated continuous planning operations.

Experience proves that the transportation problem cannot be solved now separately without participation of consignees and senders of bulk type cargo. However, so far most of them have not been included in the real work connected with improving the transportation process.

Clearly it is difficult to achieve rational utilization of various types of transportation in mixed shipments in such a situation. For example, the Minrechflot has failed to fulfill its annual targets for increasing the volumes of railway-waterway shipments during the 10th Five-Year Plan. Instead of the 95 million tons forecast for 1980, the annual volume of such shipments did not exceed 50 million tons during the five-year plan.

The increased volume of cargo shipments, and mainly of the labor- onsuming dry cargo, has put questions of intensive introduction of container and packaged transportation methods to the forefront.

During the past 10 years this transportation method has also won recognition in river transportation. In 1980 the shipment of cargo in containers increased nearly 70 percent compared with 1970 and in packages 2.7 times.

However, during the 10th Five-Year Plan the transfer volume of cargo in containers in direct combined railway-waterway transportation from railway to waterway transportation has declined by 13.5 percent. The decline in the volume of container shipments arriving by railway to steamship line ports in eastern basins is of special concern. This happened only because the MPS [Ministry of Railways] has failed to fully satisfy consignors' requests for allocation of medium-capacity containers.

Despite the far-flung network of railways and highways in the European part of the country, rivers must carry the greatest load in transporting container cargo. All conditions exist for this purpose: specialized ports and vessels and medium-capacity and large-capacity containers. Nevertheless an unjustified decline in the volume of container shipments by river transportation has been allowed here during the past several years. The main reason is reduction of container shipments by direct railway-waterway transportation. By using this means of transportation the steamship lines in central basins hauled 300,000 tons of various national economic cargo in 1973, but in 1980 their volume totaled only 38,000 tons.

Workers in river transportation hope that this question will become a subject of interest to the Gosplan and Gossnab of the USSR.

Steamship lines and institutes of river transportation must devote special attention to questions of finding new cargo flows to be transported in containers and switching them over to river transportation.

Constant increase of shipments by river transportation makes the management of this transportation process a complex and labor-consuming one. One of the main directions in improving this work is through broad utilization of electronic computer technology, modern mathematical methods and means of automated collection, storage, processing and transmission of information and establishing an AUD-Rechflot automated control system on this basis.

The operational staff expects practical assistance from scientists of the sector, who have been working on the solution to this problem for a long time.

9817
CSO: 1829/206

MINRECHFLOT QUESTIONED ABOUT COAL LOSSES

Moscow EKONOMICHESKAYA GAZETA in Russian No 17, Apr 82 p 12

[Article: "Where Is the Coal Going?"]

[Text] "Unnatural Losses," a correspondence under this heading was published in EG [EKONOMICHESKAYA GAZETA] No 4, 1982. Let us recall what it was all about. Every navigation season many millions of tons of coal are transported by vessels of the RSFSR river fleet and every year a part of this coal is written off as a natural loss by the rivermen.

F. Zedenkov, author of the correspondence, sector chief of NIIMS and candidate of technical sciences, decided to calculate on the example of Moscow City's Yuzhnyy river port what this mass loss represents! The result was stunning. It turned out that 60,000 tons of coal was written off by the port during the past 5 years in full compliance with existing norms on losses during transshipment in the Minrechflot [Ministry of the River Fleet]. This mass of coal would have been large enough to form a pile 100 m wide and 500 m long and thus completely dam Moscow River in the port area.

But nothing of this sort has been observed here, so naturally certain questions did come up. The first of them is about the quality of the norms on natural losses that are in force in the Minrechflot of the RSFSR, and the second one is about the fate of the coal which has been written off on the basis of these norms.

It must be said that the reply received for publication in the weekly from G. Polyakov, chief of the Minrechflot's Main Administration for Cargo, did not clarify these questions. Let us begin with the norms. The reply states: "The Minrechflot of the RSFSR has reviewed the norms on natural losses of cargo now in force and in December 1981 submitted proposals to make them stricter to the USSR Gossnab, which did not consider it expedient to reduce the aforementioned norms for coal."

And so the renewal of norms on coal losses is being hampered by...the organ on which, according to the resolution on eoncmizing of the CPSU Central Committee and the USSR Council of Ministers, a particular responsibility has been placed for rational use of material resources! Somehow this was hard to believe. In fact we have been informed by the USSR Gossnab that Minrechflot's proposals to make norms on natural losses of coal stricter could not have been turned down because, if for no other reason, they have not been received here. It is readily understood that introduction of progressive norms in a necessary matter and no one intends to interfere with it.

As regards the second question, it has been completely ignored in the minister's reply, as if entire dams of coal are written off on the basis of norms on natural losses at the Yuzhnyy port.

And so we have to ask the RSFSR Ministry of the River Fleet again: where is the coal going during transshipment on rivers and for how long will natural losses be determined by unnatural norms?

We hope that L.V. Bagrov, RSFSR minister of the river fleet, will respond to this question from the editorial department.

9817
CSO: 1829/206

SOUTHERN ROUTE FROM ODESSA TO THE AMUR TESTED

Initial Report

Moscow VODNYY TRANSPORT in Russian 4 Mar 82 p 3

[Article by K. Yerofeyev: "To the Amur"]

[Excerpts] For the first time in the history of the Ministry of the River Fleet's Expedition for Special Maritime Pilotage of River Ships, a convoy is leaving Odessa heading for the Amur. It consists of four dry-cargo ships: the Anatoliy Vaneyev, the Yelena Litvinova, the Baltiyskiy-106, and the Morskoy-3. The new route for the fleet was not chosen by chance. Compared to the traditional way, along the Northern Sea Route, it will reduce the time required to put the new ships into operation on the Amur considerably.

A great deal of work was done to organize and prepare for the experimental trip by both the employees of the expedition and the group of designers at the Central Technical Design Bureau of the Ministry of the River Fleet under the direction of V. Veretennikov.

The crews of the ships in the convoy are headed by experienced captains: V. Volokitin, A. Dneprovskiy, V. Malyshev, and A. Zhelamkov. The seagoing tugboat Zeya (captain N. Chigarnov) is supporting the crossing.

Further Details

Moscow VODNYY TRANSPORT in Russian 3 Apr 82 p 4

[Article by Ye. Panyukhno: "Across the Indian Ocean"]

> [Text] As VODNYY TRANSPORT reported in early March, a convoy of river ships of the Expedition for Special Maritime Pilotage left the port of Odessa headed for the Amur. This is an unusual voyage, the first time in the history of the expedition that river ships have sailed to the Far East by the southern route.

> We are following this crossing carefully. The last report told how the river ships reached the vast spaces of the Indian Ocean.

In front of me on the table was a map of the Eastern Hemisphere. The continents were yellow and green and the seas were blue. It was like any other map except that it did not have the usual designations of capitals, countries, and continents. Only a bright penciled line stretched from the Black Sea through the Mediterranean and across the Indian Ocean. This line was literally studded with tiny symbols, numbers, and marks.

This is how the working map of Aleksandr Kapulin looks. He is a member of the group for ship pilotage by recommended courses of the division of sea forecasts of the USSR Hydrometeorological Center. The penciled line is nothing else but the track of our convoy. Each day information arrives here, in the division of sea forecasts, from members of the expedition, and each day the line on the map becomes longer. Surrounding it are figures for the speed of the convoy, wind direction and velocity, and sea state.

"The river ships had hardly left Odessa," said group leader V. Volzhenkov, "when we received a radiogram from them."

It read: "VOYAGE BEGUN, PLEASE PROVIDE METEOROLOGICAL SUPPORT. SEND INFORMATION SEAGOING TUG ZEYA = TSAPR ZOLOTOV."

"We discussed departure times for the convoy with the river ship workers beforehand and decided not to leave Odessa before early March. The Indian Ocean is in a good mood at this time. And as you can see, we were right. The convoy has had fine weather en route."

On 29 March B. Zolotov, head of the expedition, reported:

"EXPECT ARRIVE COLOMBO MORNING, STOP SEVERAL DAYS."

Our seamen spent several days as guests in the capital of Sri Lanka, but during this time the weathermen in faroff Moscow were thinking and worrying about them constantly.

Candidate of geographic sciences Konstantin Mikhaylovich Sirotov, senior scientific associate of the division, is a forecaster. His work is difficult and important. He compiles the forecast of the sea state for 24 and 48 hours in advance. This is an enormous analytic project that requires great knowledge and long experience. Moreover, it must be done on an operational basis; forecast maps are sent through the air by facsimile communications six times a day. They are received by regional weather services and by the weathermen on the ships.

Here is one of them, the "very latest." What kind of weather is expected on the world ocean on Saturday? Highly varied. There will be storms in the Atlantic and Pacific, but the Indian Ocean will be calm. The segments from Sri Lanka to Singapore will also be calm. The expedition's convoy will soon travel this route, and the penciled line on the pilotage map will grow longer each day.

11,176
CSO: 1829/207

BRIEFS

KAPCHAGAY WATERWAY--Kapchagay (Alma-Atinskaya Oblast), 13. (TASS)--The first vessels with national economic cargo sailed across the man-made Kapchagay Sea today. Formerly building materials, coal and mixed feed were delivered to the Dzharkentskaya valley by motor transport which moved along steep mountain hairpin curves. Construction of the 250-kilometer waterway across the deserts of Yuzhnoye Pribalkhashye and the mountain spurs of Tyan-Shan has made it possible to sharply reduce transportation costs. The Kapchagay fleet will transport almost 250,000 tons of various cargo during the navigation season. [Text] [Moscow PRAVDA in Russian 14 Mar 82 p 1] 9817

GRAIN RELOADERS--The Kanonerskiy Ship Repair Plant has begun preparing facilities for the production of an important order connected with comprehensive solution of the foodstuffs program. The subject is about so-called all-weather grain reloaders. According to the engineers' intention it is planned to equip every such device with capacious hoppers outfitted with locking covers, a hydraulic system to control hose yokes (shlangovyye khoboty) and also with high-capacity vacuum pumps. The design has been calculated in such a manner that this device will be able to move freely along berthing lines and accept railway cars. [V. Gorshkov] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 2 Mar 82 p 2] 9817

NEW RIVER MOTORSHIPS--Construction of a series of high-powered river vessels intended for hauling vegetables has begun in our country. The journey that vegetables make from field to store counters is measured in many hundreds and often thousands of kilometers. It is not only important to speed up their delivery but also to establish conditions for perserving the quality of these products dependably in transportation. A task has now been set to replenish the river fleet with motorships of a new type, which are even referred to as vegetable carriers. With the aid of technical conditioning installations a constant temperatrue will be maintained in every hold, which is necessary in order to better preserve tomatoes and other vegetables, watermelons and musk melons and potatoes. In southern ports all kinds of agricultural products will be taken aboard in containers weighing up to 600 kilograms. From the offloading ports they will be delivered directly to stores by motor transportation. The new motorships are of large dimension: 86 meters long and 12.5 meters wide. But their design enables them to easily navigate in river channels as well as in shallow water. The carrying capacity depends on the level of draught--at depths of 2.5 meters and more the vessel can transport

1,300 tons and 600 tons at a depth of 1.8 meters. Owing to the low height of deck erections, the vegetable carrier will be able to pass easily under highway and railway bridges. These are highly automated vessels equipped with the latest means of electrical navigation and communication. The 1,400-horsepower engines will be able to develop a sufficiently high speed for river cargo motorships--19.5 kilometers per hour. [V. Zakharko] [Text] [Moscow IZVESTIYA in Russian 29 Apr 82 p 6] 9817

DRY CARGO VESSELS--The current five-year plan provides for the construction of eight specialized selfpropelled dry cargo vegetable-hauling vessels at the Plant imeni 40th Anniversary of the October of the Minrechflot [Ministry of the River Fleet]. These vessels will have a carrying capacity of 1,350 tons (carrying capacity of 600 tons when transporting tomatoes). Moreover, enterprises of the Ministry of the Shipbuilding Industry plan to build 16 more of the aforementioned vessels during the 1983-85 period. The problem of qualitative delivery of fruits and vegetables can only be solved by transporting them in containers. During the 1981 navigation season only 26 percent of the overall volume of vegetable and melon products from Astrakhanskaya Oblast were turned over for shipping in containers. The responsibility for delivery of vegetables is currently placed on those accompanying these products, who are appointed by the shipper. Shipping fruits and vegetables in specialized containers obviates the need for guides as well as determining the weight of cargo during loading and offloading from a vessel, which considerably reduces the vegetables delivery periods. Responsibility for transporting containers with fruits and vegetables will then be placed on transporting organs on the usual terms. [A. Vvedenskiy] [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 16, Apr 82 p 19] 9817

VESSELS FROM GDR, CSSR--A regular large-capacity trawler (fifth in a series) has been turned over to Soviet clients by shipbuilders of the shipyard in Stralsund (GDR). The shipyard will soon complete construction of two more fishing vessels for our country. Currently more than 150 trawlers, which have been built in Stralsund, are sailing under the Soviet flag. They have been delivered in accordance with contracts between the Sudoimport All-Union Foreign Trade Association and the (ShiffSKOMMERTs) foreign trade enterprise of the GDR. More than 350 technical vessels--selfpropelled suction dredgers and floating pumping stations--have been built for the Soviet Union at the Prague (Chesko-Lodenitse) shipyard during the 30-year long cooperation between the Sudoimport All-Union Foreign Trade Association and the Czechoslovak (Martimpeks joint-stock company). These vessels are operating on Volga, Kama, Severnaya Dvina and Yenisey. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 14, Apt 82 p 20] 9817

SUDIMPORT PRESS CONFERENCE--The Sudimport All-Union Foreign Trade Association has held a press conference for Soviet and foreign journalists in Moscow. Association general director O.S. Kropotov reported that the Sudoimport All-Union Foreign Trade Association has successfully begun the new five-year plan by increasing the volume of import and export operations last year. At the present, he said, the volume of the association's export operations has already reached 11-12 percent of the overall goods turnover. Nine large-capacity vessels with an overall deadweight of 171,000 tons were exported in

1981 as well as fishing trawlers, seagoing tugs, hydrofoils of the "Kometa," "Meteor," "Nevka" and "Volga" type, more than 100 launches and other vessels. A total of 168 vessels and navigation aids were purchased in 1981, including 140 in the socialist countries. [B. Karpenko] [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 9, Feb 82 p 21] 9817

KARAKUMSKIY CANAL PIER--The first convoy of vessels has moored at the Zeid pier of the Karakumskiy Canal. It brought cement, graders, excavators and other materials and equipment for the construction of Turkmenistan's largest Zeidskoye reservoir. The new pier is ninth in succession along the 1,100-kilometer canal. The world's largest man-made river is navigable for almost 500 kilometers--from Golovnoye Settlement to the city of Mary. The rapidly growing Karakumskiy fleet has relieved the railway and has considerably speeded up cargo delivery to remotest places. The widening and deepening of the bed of the Karakumskiy Canal is currently underway and it will soon be navigable for 820 kilometers. [Text] [Moscow IZVESTIYA in Russian 7 Mar 82 p 1] 9817

NEW VESSELS--The first large motorship of the "river-sea" type has been received at the dock of the Riga Ship Repair Plant. The ore-oil carrier "Ivan Tevosyan" with carrying capacity of 100,000 tons has been launched ahead of schedule by shipbuilders of the Nikolayevskiy Okean Plant. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 9, Feb 82 p 6] Shipbuilders of the Nikolayevskiy Shipyard have launched the new ore-oil carrier "Ivan Tevosyan." The new vessel belongs to a series of combined giant motorships and its displacement is 130,000 tons and carrying capacity is 100,000 tons. In the photo: "Ivan Tevosyan" is launched. [A. Kremko] [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 11, Mar 82 p 5] 9817

VOSTOCHNYY PORT--The Vostochnyy deepwater port is justly referred to as BAM's gateway to the sea. Its first stage was commissioned during the 10th Five-Year Plan. The Basic Directions for Economic and Social Development of the USSR for 1981-85 and the period up to 1990, which were adopted by the 26th party congress, set the task of beginning construction of the second stage. This year it is planned to commission the 190-meter long mechanized timber quay No 12. The underway project is being constructed by floating construction detachment No 23 of the Dalmorgidrostroy Trust. Trust manager L.I. Yefimenkov says that work is progressing well. The metal sheet piles have been completely driven in, the quay foot (ogolovok prichala) has been concreted and a part of crane tracks have been laid. The collective of floating construction detachment No 23 has worked well during the first year of the five-year plan and is currently continuing to exploit its success. Construction workers, who have joined the competition for a worthy welcome of the 60th Anniversary of the Founding of the USSR, have pledged to commission the quay in the third quarter instead of the fourth as called for by the plan. Construction workers' vessels are already mooring at the quay now. After commissioning of the new transshipping complex, the mooring front for timber carriers will be doubled and the port's timber handling capacity will increase twofold. Work is also expanding on other projects of the Vostochnyy's second stage. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 5, Jan 82 p 9] 9817

VESSELS FROM FINLAND--Major contracts on delivery of nine vessels of various purpose to the USSR during the 1981-85 period and sets of equipment for these vessels from our country to Finland have been signed by the Sudoimport All-Union Foreign Trade Association and the Finnish firm (Vyartsilya) in Moscow. Soviet-made main engines will be installed on the aforementioned vessels. Recently the Finnish firm (Vyartsilya) turned over the cabel vessel "Setun" to its Soviet client. Another Finnish firm (Layvateollisuus) in the city of Turku has turned over the vessel "Ivan Polzunov." This is the second vessel of five which will be built at the (Layvateollisuus) shipyard on orders from Sudoimport by 1983. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 51, Dec 81 p 21] The icebreaker fleet of the Far Eastern Steamship Company has received a new vessel. It is the icebreaker "Kapitan Khlebnikov," which has been built on orders of the Soviet Union at shipyards in Finland. The "Kapitan Khlebnikov" is in the photo. [Yu. Il'enko] [Text] [Moscow PRAVDA in Russian 15 Mar 82 p 2] 9817

ELECTRONIC AIDS FOR SHIPS--A modern ship's system of automation measurement and control substantially lightens the work of crews. However, they also cause some difficulties. Let us say, for example, how difficult it is to locate a malfunction in case one of the units fails. Specialists of the department of theoretical principles of electrical engineering of the LVIMU [Leningrad Higher Engineering Nautical School] imeni Admiral S.O. Makarov together with engineers of the Baltic Steamship Company are working on methods for locating malfunctions on the basis of mathematical calculations and latest achievements in technical diagnostics. The use of instructions, which have been compiled in this manner, on vessels of the "Warnemunde" class has reduced the time involved in repairing automation, measurement and control units. Another important problem is also being solved in contact with operational workers. The fact is that on vessels, which have been built 10 and more years ago, it is often necessary to replace foreign-made electronic units. The component base of these units will become obsolete in time. That is why it is important today not only to rapidly locate malfunctions but also to have reserve units and components fulfilled by domestic analogues. Systems using domestic electronic units are currently undergoing tests on the "Palekh" amd "Warnemunde" class vessels. Today we need monitoring and testing equipment and instruments in the fleet as well as catalogues for these components and units, which will ensure services in the engine room without on duty watch, be more efficient and have a prospect for increasing the crew's productivity. [S. Semenov, L. Drozd] [Text] [Moscow VODNYY TRANSPORT in Russian 16 Feb 82 p 4] 9817

PECHORSKIY RIVER PORT--Winter loading of vessels, which has begun in the Pechorskiy River port, will help in increasing delivery of cargo over small rivers of the North. Many voyages are possible only during a brief period of floods and that is why preparations are being made for them ahead of time. The path of many vessels lies to uninhabited places in the taiga and tundra where the first landing parties of surveyors and geological prospectors will land. Formation of the Timano-Pecherskiy territorial-production complex in the Komi ASSR has increased the pace and volume of search for oil and gas, organization and development of open deposits and construction of main pipelines. Completion of the Pechorskiy port's reconstruction has made it possible to begin loading vessels almost 1 month ahead of the usual time. [Text] [Moscow VODNYY TRANSPORT in Russian 16 Feb 82 p 4] 9817

WATER TRANSPORT NAVIGATORS, ENGINEERS--The Tallin navigation school has held its regular 32d graduation of navigators. A total of 49 students received school completion certificates, including 11 with honors. Many students have been awarded commemorative gifts for goods studies and active participation in public life. Following a vacation, the young specialists will begin working in our country's maritime transportation. [Kh. Tokhver] [Text] [Moscow VODNYY TRANSPORT in Russian 20 Feb 82 p 2] The Gorkiy institute of water transport engineers has been successfully improving the training of engineering and technical personnel of the river sector. During the past academic year, nearly 700 specialists of various official categories improved their skills here. The faculty on improving qualification warmly welcomed several regular groups of captains and mechanics from cargo and passenger vessels in early January. Among those undergoing training are water transport workers of the Russian Federation, the Ukraine, Belorussia and Kazakhstan. [M. Trifonov] [Text] [Moscow VODNYY TRANSPORT in Russian 20 Feb 82 p 2] 9817

CASPIAN FISHING VESSELS--Klaypeda, Lithuanian SSR-- The shipbuilders of the Klaypeda Shipyard have launched the first ship of the new Moryana series ahead of schedule. These fish factory ships will work in the Caspian. Ships of this class,which are being built on the basis of a design from the Leningrad Vostok Central Design Bureau, will be added to the fishing fleet of the Caspian Basin. [Text] [Moscow GUDOK in Russian 25 Apr 82 p 1] 11176

KAZAKHSTAN WATER ROUTE OPEN--The river workers of the manmade Kapchagayskoye Sea have established a "water bridge" from the railroad to the Dzharkent Valley in the Tien Shan mountinas. The first ships carrying motor fuel, mixed feeds, building materials, and hard coal have set off on this route. Before the shipping season began such loads were deliver by motor vehicle over steep, winding mountina roads. This used a great deal of gasoline. In the current shipping season the Kapchagayskoye fleet will carry about 250,000 tons of cargo for farms in Panfilovskiy Rayon, Taldy-Kurganskaya Oblast. [Text] [Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 28 Mar 82 p 1] 11176

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MISCELLANEOUS

GOSKOMSEL'KHOZTEKHNIKA WORKS TO IMPROVE RAILROAD CAR HANDLING PROCEDURES

Moscow SEL'SKAYA ZHIZN' in Russian 29 Apr 82 p 2

[Article by R. Sloma, chief of the administration of rail shipping of USSR Goskomel'khoztekhnika; "Keep the Railroad Cars Moving"]

[Text] Each year there is a growing stream of shipments of agricultural machinery, spare parts, fuel, fertilizer, building materials, and much more without which the modern countryside cannot survive. Railroads continue to be the principal transportation arteries by which most of this freight goes to the kolkhozes and sovkhozes, through the storehouses and supply depots of USSR Goskomsel'khoztekhnika. Last year alone more than 1.5 million railroad cars were unloaded on their sidings. And it is right here, at the intersection of the trunk roads and industrial transportation, where organizing precise interaction offers great reserves for improving the efficient work of the entire transportation system, above all reducing railroad car downtime. Correct organization of rail shipping, loading-unloading work, and centralized delivery of freight is very important in this work.

These functions are performed by the rail shipping service of USSR Goskomsel'khoztekhnika, a complex, far-flung mechanism whose principal element is the transportation shop equipped with technical means for loading and unloading cars. The service has 1,597 rail sidings with a total length of about 2,000 kilometers, 180 locomotives and 100 mobile winches, and uses 26,000 machines and pieces of equipment. The level of mechanization of loading-unloading work is steadily rising, because stepping up the turnaround time of railroad cars depends directly on this, and turnaround time is the key indicator of the work of trunk rail transportation.

Today, when the railroads are operating under great strain and do not always provide shipping in the necessary volumes, timely car loading and unloading becomes especially important.

Considerable attention has been devoted to improving the organization of labor at transportation shops in recent years. The brigade contract method has come to be most effective in supporting loading-unloading work. The L'vov experience with an integrated system for efficient use of cars, which was approved by the CPSU Central Committee, is finding increasingly broad application.

USSR Goskomsel'khoztekhnika has begun giving more attention to building large highly mechanized depots and storehouses. We have put the Moscow central spare parts depot, the Krasnodarskiy Kray depot, the Belorussian SSR depot, the Irkutskaya Oblast depot, and other major supply depots into operation.

Work goes most successfully in those places where the questions of organizing the labor of integrated brigades of machine operators are solved creatively, the level of mechanization of loading and unloading work is systematically raised, and labor cooperation with railroad workers is strengthened. As a rule, schedules for delivery of railroad cars and sliding schedules for the work of comprehensive brigades on loading and unloading are coordinated.

The railroad stations and enterprises of Belorussian SSR Goskomsel'khoztekhnika, for example, have set up technical coordination councils and unified shifts, and organized cooperative use of storehouses and mechanized equipment. Operational management of car unloading has been changed radically in the republic. They have introduced a system of preliminary information on the approach of freight through the railroad computer center. Every six hours of each day Goskomsel'khoztekhnika receives a teletype forecast of the arrival of cars for unloading from the center. It gives information on all cars located at stations and sections of the railroad and cars traveling to enterprises. The work of the transportation shops is organized on the basis of information received in order to insure prompt unloading of all cars regardless of the day of the week and time of the day when they arrive.

The dispatcher service monitors car unloading. Cases of above-norm downtime are regularly reviewed at operational meetings. The managers of oblast Sel'khoztekhnika organizations report daily to the chairman of the republic Gozkomsel'khoztekhnika on the status of car unloading. This information is then sent to the transportation division of the Belorussian SSR Council of Ministers.

A material incentive system has been introduced to give the workers and engineering-technical personnel of the transportation shops more incentive to unload cars promptly. Workers receive bonuses for each car unloaded in the scheduled time; the bonus is 20-30 percent of piece-rate earnings. Engineering-technical personnel receive bonuses for reducing the amount of penalties per car compared to the corresponding period of the preceding year, on the condition that the downtime norm is met.

Mutual technical aid has become widespread within the framework of labor cooperation with the railroad. Thus, railroad track sections repair sidings for a number of rayon Sel'khoztekhnika organizations on the basis of contracts. The railroad machine shops perform orders for enterprises of Gozkomsel'khoztekhnika for wooden pallets and shears to cut packing wire. The employees of rayon Sel'khoztekhnika organizations repair motor vehicle and electrical engines of hoisting and transportation machinery belonging to the railroads' mechanized sections for loading-unloading work.

As a result of these steps taken jointly with the railroad workers, the Belorussian SSR Gozkomsel'khoztekhnika has achieved good results in use of railroad cars. The following figures are evidence of this. In 1976 average car downtime was 4.61 hours compared to a norm of 3.04; last year downtime was 2.45 hours with a norm of 2.61. The amount of fines paid to the railroad for car downtime has been cut considerably.

Workers at the Ukrainian SSR Gozkomsel'khoztekhnika adopted a policy of sharply increasing the mechanization of manual labor, building heightened loading-unloading tracks, and developing and using special grapples, magnetic washers, and other devices. Brigades working on a uniform schedule have been organized at the large depots and have worked out well. Comprehensive brigades of loading workers and machine operators in which the workers study and receive high qualifications that enable them to operate various machinery and equipment have developed extensively. Labor competition with railroad workers is also producing positive results. As a result of these things 16 oblast Sel'khoztekhnika organizations in the republic are unloading cars faster than the norm.

The Gozkomsel'khoztekhnika organizations of Moldavia, Estonia, and Latvia have stepped up the delivery of freight and reduced above-norm car downtime.

But there are serious problems in the use of cars for freight operations at enterprises of the USSR Gozkomsel'khoztekhnika system. For the system as a whole car downtime is 16 percent higher than the norm. In the Gozkomsel'khoztekhnika organizations of the Russian Federation, Kirghizia, and Kazakhstan car downtime is 22-30 percent above the norm. And the enterprises pay enormous fines for this.

The managers of certain Gozkomsel'khoztekhnika subdivisions are not working hard on transportation questions. They do not study them carefully and analyze the factors that give rise to above-norm car downtime. A large volume of loading-unloading work is still done by heavy physical labor. Many transportation shops do not have highly productive equipment to unload cars.

While speaking of freight shipping by rail transportation it should be noted that the supply depots of Gozkomsel'khoztekhnika continue to receive machinery with parts missing. For example, motor vehicles and tractors arrive without batteries, lights, other parts, and even assemblies without which the machine cannot be used.

Machine operators at the bases criticize the plants that ship spare parts in bulk form in railroad cars. It takes a great deal of work to unload flat springs, coil springs, and tractor tracks from them. These things must be shipped in containers and stacks.

They also have complaints against railroad workers, who frequently fail to deliver cars on time for loading machinery, fuel and lubricants, and other materials. As a result the supplier plants cannot ship their output to rural workers at the right time. A great deal of equipment, for example spare parts and agricultural machinery, has accumulated at the Sosnovyy Bor Machine Building Plant, Gomel'sel'mash [Gomel Agricultural Machine Plant], Belinsksel'mash [Belinskiy Agricultural Machine Plant], the Minsk Tractor Plant, the Khar'kov Tractor Plant, the Prokhladnenskiy Repair Plant, the Sloboda Machine Repair Plant, and at many other enterprises.

The railroad service of Gozkomsel'khoztekhnika faces major new problems to continue improving its activities. In particular, a great deal of work is being done to achieve an optimal pattern of base stations at which machinery can arrive in through trains or consolidated groups of cars. Methods are being worked out to unload these through trains quickly. Procedures and recommendations for loading and unloading various types of output that are characteristic of agricultural enterprises are being devised.

It is our common duty to adopt the progressive work practices of the collectives who are serving the sidings and stations and to improve the use of railroad cars, locomotives, and other equipment. The transportation conveyor must work smoothly, without interruption.

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OFFICIAL HITS U.S. FOR OBSTRUCTING EUROPEAN TRANSPORT DEVELOPMENT

Moscow APN DAILY REVIEW in English 6 May 82 pp 1-2

[Article: "A U.S. Barrier"]

[Text] "It is known that the transportation system in Europe is experiencing ever greater difficulties in connection with the constantly growing scope of haulage, higher speed, and the demand for lessening the harmful effects of transport on the environment. Naturally, all this prompts the objective need for more extensive international cooperation in the field of transport," Vladimir Kudinov, chairman of the standing committee on Soviet participation in UN activities in the field of transport, told a correspondent of the newspaper SOTSIALISTICHESKAYA INDUSTRIA. Vladimir Kudinov had attended a session of the Inland Transport Committee of the UN Economic Commission for Europe.

"Among other questions, the session discussed the Soviet initiative for convening a European meeting at high level on co-operation in the field of transport," the interviewee said. "By putting forward this proposal, the Soviet Union proceeds from the premise that productive international cooperation will help to work out practical measures towards pooling the efforts of countries to more effectively solve the pressing problems of transport in Europe.

"The discussion at the committee's session has shown that the specific proposals of the Soviet Union and other socialist countries on the promotion of international cooperation in Europe in the field of transport have evoked interest in a number of West European countries," Vladimir Kudinov went on to say. "However, the negative stand taken by the USA on any initiatives of the Soviet Union for developing normal economic relations and scientific and technical contacts with the West European countries renders impossible the solution of pivotal problems of European transport within the framework of the committee.

"Obviously under the pressure of Washington, some NATO countries did their utmost at the committee's session to prevent the committee from working out practical steps to put the Soviet initiative into effect," Vladimir Kudinov emphasised. "The stand taken by the US delegation at the session of the Inland Transport Committee of the Economic Commission for Europe reflects the desire to impede the process of further development of European cooperation.

(SOTSIALISTICHESKAYA INDUSTRIA, May 6. Summary.)

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